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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE Report
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Hongkong Daily Express.

ESTABLISHED 1857

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[182]

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Hongkong, 1st October, 1908. [1375.3]

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1.45 p.m. to 2.15 p.m. Every 10 minutes.

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11.45 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 6.00 p.m. Every 15 minutes.

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Hongkong, 9th May, 1907. [1774]

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Hongkong, 15th December, 1908. [1322]

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Hongkong, 14th November, 1908. [1325]

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Hongkong, 5th December, 1908. [1326]

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Hongkong, 12th December, 1908. [134]

A POWERFUL

DISINFECTANT

GERMICIDE.

PULICIDE.

DIRTY PLACES.

DIRTY PLACES.

DIRTY PLACES.

DIRTY PLACES.

DIRTY PLACES.

DIRTY PLACES.

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ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY,
Hongkong, 24th December, 1908. [29]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, DECEMBER 25TH, 1908.

The belfries of Christendom to-day, in the words of the poet, "roll along an unbroken song of Peace on earth, goodwill to men." And the sentinel who looks out upon the political horizon this morning is happily able to report "All's well with the world." We need not be reminded that it was not ever thus, for the belfries of Christendom have too often rolled along their song of peace when there was no peace. Even in the present century great wars have been in progress at this time of the year, making mockery of the carol. But to-day the horizon is clear. The threatening clouds which but a short time ago hung over Eastern Europe have disappeared, and yesterday we were able to announce a change of policy at Venezuela which practically amounts to a settlement of the dispute with Holland, so that peace reigns at the present moment over the whole surface of the globe—an eminently satisfactory reflection for a Christmas morning. Looking back over the year which has passed, we cannot unfortunately say that it has been free from wars and rumours of wars. New Year's Day, in fact, marked the commencement of the French campaign in Morocco; Great Britain a month later was dispatching a punitive force against Zekka Khels, perhaps the most turbulent and dangerous tribes on the Indian frontier; then

there was the much-discussed trouble in Macedonia, which threatened the "coming of Armageddon." The most serious fighting, however, has been in Persia, and we are not quite sure that peace has yet been restored. In the Far East we have not been entirely free from war talk. There were apprehensions of some action by Japan against China over the seizure of the Taku-mart, and, then, again, the idea was conceived by a section of the public in America that Japan meditated war with the United States. In the East everybody knew this to be mere wanton mischief-making, and there can be few men in the United States who are not now of that opinion, for the magnificent reception accorded to the American Fleet, both officially and popularly, was convincing proof of Japan's eminently pacific aspirations as well as of her warm friendship for America. This has recently been followed by formal exchange of Notes which not only disavow aggressive tendencies on the part of either power, but express the firm resolve to respect the territorial possessions of each other in the Pacific Ocean region, as well as to support the maintenance of the status quo and the "open door" in China. The agreement, in short, covers all that is necessary to confound the warmongers, and their tongues have been effectually silenced by it. Confounded too are the prophets of evil who predicted an anti-dynastic outbreak in China at the end of the reign of KWANG SU for the new régime has had a most peaceful and therefore a most promising start, and there is no indication in any direction whatever in the Far East that the peace is likely to be seriously disturbed for some time to come. On the whole there is much in the history of the past year to gratify the preacher of peace. The sum of strife has been comparatively trivial while diplomacy has strengthened the securities of peace throughout the world. The disturbing element in the prospect is, of course, the constant growth in the armaments of every progressive Power—in expansion professedly in the interests of peace. The day when we can count upon peace on earth for any long period of time, even among Christian races, is not yet, but there is abundant cause for congratulation in the progress that has been made during recent years towards that ideal of a permanent peace.

When the common-sense of most shall hold a fraternal realm in awe
And the whole world shall shudder
Lest in universal law.

There will be no issue of the Hongkong Daily Press to-morrow.

The French Mail of the 24th November was delivered in London on the 23rd inst.

We understand that Dr. Francis Clark will leave England on January 29th on his return to the Colony.

Midnight services were celebrated in some of the Catholic Churches.

To-day special services will be held in most of the Churches, and in barns. His Lordship Bishop Lander will preach this morning at St. John's Cathedral, and the Rt. Rev. Bishop Pozzani will preach at the Roman Catholic Cathedral.

At the Sailors and Soldiers' Home in Arsenal Street there will be a Christmas dinner for soldiers and sailors, followed by a concert.

There will be the usual picnic in connection with the Kowloon Seamen's Institute, and in the evening the famous brig, laden with its cargo of Christmas presents, will be unloaded.

There are many sports fixtures for boxing day, including two matches in connection with the Hongkong Football League, the most interesting of which will be that between the Royal Engineers and the Y.M.C.A.

A FIRE ON THE "ASSAYE".

A fire was discovered in No. 4 hold of the P. & O. mail steamer Assaye after the ship had left Singapore. The entire crew turned out to their respective stations very smartly and the fire, which was assuming proportions, was extinguished in forty minutes.

PROSPECTING IN BORNEO.

AMERICAN MINER DISCOVES SAMPLES OF RICH ORE.

Mr. Henry Bode, formerly of the 1st Montana volunteers, has, according to the *Mindanao Herald*, just returned to Zamboanga from East Borneo with some fine specimens of "pay dirt" taken from what he claims to be fine placer mines.

Mr. Bode spent four months in exploring this region. He has some valuable specimens of ore. The indications of valuable deposits are antimony, copper, galena, plumb, gold and gold-bearing quartz, samples of which he is taking to the Royal Engineers and the Y.M.C.A.

A contract, dated October 12, 1908, between the Postmaster-General and the Canadian Pacific Railway Company for the conveyance of His Majesty's mails between Liverpool and Hongkong, and a Treasury minute approving it (dated October 23) have been published as a House of Commons paper. This contract provides with certain modifications for an extension for three years from April 7, 1908, of the contract of February 2, 1907. The following variations have been made:—(1) Clause 2 provides for a service in each direction once in every three weeks during the summer season, instead of one in four weeks; (2) The port of Shimidzu has been added to the places of call in clause 6; (3) The periods of transit (clauses 7 and 8) are to be 813 hours by way of Quebec or Rimouski, 853 hours by way of Halifax or St. John, in lieu of 703 and 732 hours respectively under the old contract; (4) clause 21 empowers the Postmaster-General to require the provision of a Sea Post Office to enable the mails to be sorted on board ship; (5) clauses 39 to 43 fix the subsidy at £25,000 a year in lieu of £60,000. The Canadian Government will contribute £25,000 a year towards this subsidy, instead of £15,000 a year, as hitherto, leaving a net sum of £20,000 a year payable by the Imperial Ex-

chequer, in lieu of the former £45,000.

THE HONGKONG OBSERVATORY yesterday issued the following report:—

On the 27th at 11.55 a.m.—The barometer has fallen moderately over N. China and risen slightly over Formosa and the Philippines.

Another depression is probably approaching Manchuria from the Westward.

Pressure is highest over the Yangtze valley.

Yesterday afternoon the other depression was moving into the Pacific to the E. of Hokkaido.

The Japanese returns for this morning are not yet to hand.

Moderate monsoon may be expected in the Formosa Channel and fresh monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N.E. winds, moderate; fine.

Formosa Channel Same as No. 1.

Southeast coast of China between Hongkong and Lamock. Same as No. 1.

Southeast coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong and Hainan. Same as No. 1.

TELEGRAMS.

[REUTER'S SERVICE.]

The death is announced at Aberdeen of Mr. W. M. Robertson, late managing director of Messrs. Riley, Hargreaves & Co., Ltd., Singapore.

The London correspondent of the Straits Times wired on the 16th inst.:—"The Colonial Office assures me that the date at which the report of the Straits Opium Commissioners will be published depends upon whether the report is still in type in Singapore. The Colonial Secretary has cabled to inquire on this point. If the report is in type in Singapore it will be printed there, and copies will be sent Home, so that publication may take place simultaneously in Singapore and London, about six weeks hence. If the type is no longer available in Singapore, the report will be printed in London and published not sooner than a month hence." Our contemporary adds a footnote to the effect that the Secretary of State has been informed that the type of the evidence has been distributed.

The American Fleet was expected to arrive at Colombo last week, and the Government had arranged to run a special train to and from Kandy each day to convey the men free of charge. It was agreed between the Colonial Secretary and Admiral Sperry that 500 liberty men would be allowed ashore each day, and that they could either remain in Colombo or have the alternative of a trip to Kandy. His Excellency the Governor was to give an official dinner and garden party and Lady McCallum was to give an "at home." Other forms of entertainment arranged were an al fresco dinner and ball and a ball at the Galle Face Hotel; a dinner by Sir Allan Perry to the medical officers of the ships and a few invited guests. Special entertainments and refreshments were also arranged by the Y.M.C.A. and the management of the Mount Lavinia Hotel.

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REUTERS TELEGRAMS.

A TOUCHING STORY.

From the 1st of January Reuter's service of political and news telegrams will be published exclusively by the Hongkong Daily Press and the China Mail, the Hongkong General Chamber of Commerce having decided not to renew their agreement with Reuter's Telegram Co.

CHRISTMAS CELEBRATIONS.

At Christmas play and make good cheer. For Christmas comes but once a year. From a flower garden Wyndham Street in Xmas week becomes converted into a miniature pine forest, for the demand for Christmas trees is large, and great branches of pine have there been decking the footwalk from Queen's Road to the Phoenix Club. The shop windows and the hotels too appear in festive dressing, and customers entering for the necessary Christmas commodities were greeted everywhere with the designs wishing them, "A Merry Christmas and a Happy New Year."

Meantime, what will become of all these works?" asked the Duchess.

"Signora, to-morrow they will exist no longer. I am going to destroy them."

"Will you, instead, lend them to me to copy?"

"Certainly, Signora. Take them."

So the Duchess went away with ten statuettes and busts, and carried them to the royal palace, where for the present they remain, specimens of the happiest conceptions of an unhappy artist.

With whom is the sympathy of the whole world of Italy, rescued from destruction by the Duchess's kindly tact.

THE BANDMANN COMEDY COMPANY.

The Bandmann Comedy Company completed their season last night and scored a final success with "The Gay Lord Quex." Mr. Charles Vane took the title rôle and invested the part with his customary happy interpretation. As Sophie Fullgarney, a mannequin, Miss Florence Hamer was very pleasing and acted the part of the coquette to perfection. Mr. Thomas Sidney was as amusing as usual as Sir Chichester Frayne and Miss Blanche Forsythe made a charming Duchess of Sord. Mr. Gordon McLeod was acceptable as "Valma" the palmy and flance of "Sophy." The remaining characters were well filled.

2. Old licenses will be exchanged for new ones and licences will be granted to persons not holding any. Enquiries will be made before granting new license to ascertain the identity of the smoker.

3. Old licenses held on fictitious names will only be exchanged if the smoker finds a substantial surety in the person of an official, gentry merchant, &c. Any infringement of this clause will render the offender liable to arrest and a compulsory confinement cure treatment will be enforced for 10 years. Men over 60 years of age will not be imprisoned, but fined.

4. Confirmed smokers of over 60 years of age will have their allowance reduced by 10 per cent on the new licenses and younger smokers will have theirs reduced by 20 per cent.

5. Licenses can only be renewed at the place where the original licence was issued.

6. Those who have already infringed the opium regulations, and those who have completed their course of compulsory treatment at the institution for curing opium smoking cannot obtain licenses.

Three months' hard labour will be the punishment for those who obtain a license under a false name.

Monetary fines will be substituted for delinquents who are too weak for hard labour.

7. No licenses will be granted to directors, professors, and teachers of schools and colleges, students, military people and the police force. Double punishment is provided for infringement in these classes.

8. No licenses will be granted to public houses and junks.

9. Licenses issued to inmates of the following public houses that have ceased business viz.—opium dens, fantic houses, barber shops, watch houses, gate keepers, tip-top houses, coolie and chair coolie houses, latrines, numeraries and monasteries—must bear the photographs of the smoker. These applicants must send in their photographs—one to be attached to the license, one to be deposited in the police station and one to be sent to the Bureau for the suppression of opium smoking. Licenses will not be granted if applicants fail to bring their photographs with them.

10. This rule is rather incomprehensible.

I think that, in a round-about way, it indicates an intention to require the higher class of opium smokers to furnish photographs next year when renewing their licenses.

11. Any person who visits Canton and who intends to remain here for some time must furnish substantial surety to obtain a license; if the person be an official he must get a brother officer as surety; if a merchant, he must get a shop to stand security for him. No license will be granted to any person who is on a temporary visit.

12. All licenses must adhere strictly to the regulations printed on the license. Those daring enough to infringe the regulations will be severely fined.

CANTON AND THE OPIUM QUESTION.

OLD REGULATIONS A FAILURE—NEW ONES INSTITUTED.

The following is a translation of a proclamation issued yesterday:—

"This proclamation is issued by the Provincial Treasurer, the Literary Chancellor, the Provincial Judge, the Salt Commissioner and the Chief Superintendent of Police to inform the public that on the 25th day of the 1st moon of the 33rd year of Kwang Su we received a dispatch from His Excellency Chow Pook, former Viceroy of Liang Kwang, instructing us to issue

licences to persons who are habitual opium smokers, in order to prevent illicit smoking.

This is in accordance with regulation No. 2 made by the Central Government for the suppression of opium smoking, as approved by the Throne.

There are two kinds of license, one being issued to people over 60 and the other to those under 60 years of age. All licenses will

have to be renewed annually when the amount consumed by the licensee must be reduced with a view to his finally weaning himself of the habit at the end of the fixed period of 10 years.

The object of issuing these licenses is to prevent a person from consuming more opium than is specified in his license. From inquiries made after we had issued these licenses last year we discovered that many people had been purchasing opium without a license and re-selling it to others, and we find that this practice is still going on. We also learnt that some people make use of the license to purchase opium several times a day while others purchase a larger quantity than is specified in his license. From inquiries made after we had issued these licenses last year we discovered that many people had been purchasing opium without a license and re-selling it to others, and we find that this practice is still going on. We also learnt that some people make use of the license to purchase opium several times a day while others purchase a larger quantity than is specified in his license.

The regulations are thus rendered practically nugatory. We have therefore instructed the deputies appointed for the suppression of opium smoking and the principal association formed with the same object to make certain new rules and have them printed on all the wooden licenses. These rules have been submitted to His Excellency the Viceroy who has approved them.

This proclamation is to inform the public that the new wooden licenses are now ready for distribution and we trust that all persons who are habitual opium smokers will call at the Police Station in their respective districts to exchange their old licenses for new ones

LOCAL SPORT.

A POINT FOR FOOTBALL REFEREES.

THE PENALTY KICK.

I wish the International Board would re-write the Rules of Football, so that the vast army of youths coming into the sport could understand them, without the assistance of a professor in "Footballology." At present we are in a hopeless tangle and our confusion is worse confounded by the present exports on the laws of the game trying to convince us that when a law says a certain thing it means an uncertain thing. All the referees are now discussing whether they can give a penalty kick when the ball is out of play. Many of our best referees say "No" and the majority of the rest hesitate and seem afraid to say "Yes." Why? A referee's duties are detailed in the laws of the game. By this he should be bound: not by the laws of the game as construed by any individual. The laws of the game are set forth on the authority of the International Board who are the only authorities. All others are mere personal opinions. The International Board says: "A penalty kick can be awarded irrespective of the position of the ball at the time the offence is committed." It does not need a very intelligent man to discover that "irrespective of the position of the ball" means "irrespective of the position of the ball." There is no limit to "irrespective of the position." If no limitation is set forth, the greatest genious that ever lived cannot prove that "irrespective of the position of the ball" means anything but what it says. Yet we are told in all seriousness that it does mean something else and that "irrespective of the position" means only within the field of play. Why did not the Board say so? But let me substantiate my contention that a referee can award a penalty kick when the ball is out of play from the laws themselves. I pass over law 17 which makes no suggestion that the ball must be in play. The last clause of law 13 reads, "The power of the referee extends to offences committed when play has been temporarily suspended and when the ball is out of play." Now the power of the referee is to award a penalty kick for certain offences committed within a specified area. Therefore law 13 clearly implies that power extends to the award of a penalty kick when the ball is out of play, as if it were actually stated in words. It means that and it cannot mean anything else. It is incumbent upon those who want the law to read otherwise to get it altered, but they have no more right to say that the sentence means "some of the powers of the referee extend etc," than I have to say that law 17 means that the referee can only award a penalty kick for some of the penalty offences.

The laws of the game are the commandments to the referee. It is his duty to carry them out, and when the end of law 13 is so clear and definite, and the decision of the International Board so distinct, if every individual authority in the world said he would not award a penalty kick if the ball were out of play, I should answer that he would fail in his duty and be guilty of refusal to obey the laws of the game. But some may reply: "Well, but what about the intention of the penalty kick law?" It was never intended that penalty kick should be awarded under such conditions. Again I am at issue with all who adduce such an argument. We have been told hundreds of times that the penalty kick was instituted to put down rough, dirty and ungentlemanly play. Whether an attacking side was likely to score has nothing to do with the case.

That being so, then it was clearly intended that the penalty kick should be the punishment for certain offences. "Ah," others say, "a referee can refrain from putting the penalty kick law into operation." I answer, "only when such a course would be apparently penalising the wrong side." Others say, "We are being repeatedly told that we must exercise common sense in our refereeing." Granted, and the most common sense refereeing I know is to carry out the laws of the game to the punishment of wrong-doers and to strive for the elimination of all unfair and disgraceful tactics. We want clean football and only the adequate punishment of improper methods will promote clean and pleasant football. I may be wrong, but, if I am, I affirm that the law is wrong. If the laws mean what they say and the International Board meant what they decided, then I am clearly and unmistakably right.

Mr. Poldorf, the great authority on football, takes a different view. I have heard him say that, if a player fouls badly within his own penalty area, the referee must award a penalty kick against the players' side, but he did not mention the position of the ball. He did not suggest the ball must be in the field of play. Just so. I agree with him.

Another question that the above discussion brings before us is—When is a ball dead?

To answer this question I must ask others. What is meant by a dead ball? Which law defines it? Is the ball ever dead during the course of a game? You may look through all the 17 laws, but you will find nothing about a dead ball. You may peruse the definition of terms and the decisions of the International Board, but you will find nothing about a dead ball. So that the phrase is merely an invention to set forth something in the mind of those who use it. Everything then depends on the meaning we apply to words. Let me ask one other question:—Is the game dead when the ball is dead? To some the phrases are synonymous evidently, for they are trying to convince us that when the ball is dead the game is dead. Again I dissent. The ball may be dead, but the game is alive. If the time is running the game is in progress, though the ball be "out of play." If the ball is not playable until something which is required to be done by a player or a referee is done the ball is dead, but not the game.

If the ball goes out of play the ball is dead until thrown or kicked in, but the game is

in progress. The ball cannot be played until it is thrown or kicked in, but offences can be committed and must be punished.

If play is temporarily suspended for an injury to a player, the ball is dead until it is thrown down by the referee, but if before the ball reaches the ground one player trips another, the game was surely not dead, and the offender would be punished. I am told this is a new theory! It is not to me.

The wording of the laws of the game undoubtedly account for much misunderstanding, but I must commend the wording of law 16 in that the words "temporary suspension of play" are used instead of "temporary suspension of the game." The same words should be used in the middle of law 13 as they are at the end of the law.

The game is not suspended but merely the play.

PENALTY.

CRICKET.

HONGKONG CRICKET CLUB V. THE UNITED SERVICES.

The following players will represent the Club in the above match:—R. Hancock, H. Hancock, W. C. D. Turner, T. E. Pearce, R. O. Hutchinson, A. E. Laing, A. A. Claxton, E. W. Day, H. R. Makin, A. W. J. Peake, A. H. Young. Reserves:—Dr. J. M. Atkinson, C. E. Shields.

The match starts to-day at 2 p.m., and by the kindness of Major E. W. Evans and Officers of the 13th Rajputs, the Regimental Band will play a selection of music on the ground during the afternoon. The match will be continued on Saturday (Boxing Day) at 11 a.m. and during the afternoon, by the kindness of Major E. W. R. Chitty and Officers of the 105th Mahrattas, the Regimental Band will be in attendance.

The officers of the garrison will be at home to the officers of the United Services, the members of the Cricket Club and their friends on both days.

CRAIGENGOWER V. PARSEE C. CLUB.

This match will be played on Boxing Day at 2.15 p.m. on the former Club's ground:—Craigengower's team will be composed of G. A. Hancock (Capt.), H. L. Manderson, M. E. Asper, L. A. Rose, A. Osman, P. Curry, R. Carvalho, A. Carvalho, A. P. Graves, R. Phillips and F. Drude. Parsees will be represented by J. D. Noria, (Captain), B. D. Tata, J. A. Chinoy B. K. Mody, R. J. Daviwalla, S. B. Battivala, N. R. Shroff, R. Postonjee, A. Mowewalla, P. F. Vapiwalla, J. P. Heera. Reserves, B. K. Mehta, K. D. Guzad and M. F. Billimoria.

LEAGUE TABLE.

The following is the League Table up to date:

Club	Played	Won	Lost	Drawn	Points	Per cent.
H. K. "B" ...	5	5	0	0	5	100
Civil Service ...	5	4	1	1	3	50
Telegraphs ...	5	3	1	1	2	50
Hongkong "A" ...	5	2	2	2	1	33.33
Craigengower ...	7	2	2	3	0	33.33
R. G. Artillery ...	4	1	2	1	-1	33.33
Kowloon ...	5	1	4	0	-3	50
Hongkong Police ...	5	1	4	0	-3	50
Royal Engineers ...	6	1	5	0	-4	50
N. R.—A Win counts 1 point.						
A Loss " -1 "						
A Draw " 0 "						

LEAGUE FOOTBALL.

Only two league matches will be played this week-end, the Buffs, the R.G.A., the R.A.M.C. and the Naval Yard having a day off. The games will be between R. E. and Y.M.C.A.; and B.O.C. v. Lusitano. The teams are:—Y. M. C. A.—Atkins; McCubbin; and Van Ginkel; Storrie, Wharton, and Hunter; Kelly and Wilson; Vivesad; Clements and Bishop. Lusitano—Silva; A. H. Hyndman; F. H. Hyndman; Soares, Roza, Britto; H. A. Hyndman; Baradas; Gordino; Azvedo; and Ribeiro. Boys' own Club—Feria; A. Albas and G. Albas; Cordona, H. G. White and J. Chew; J. E. Chunyan; Goldenberg; G. Vains; C. Squira; C. Remedios. At Canaway Bay.

NORTH GERMAN LLOYD.

COALING STATION IN SIAM TO BE GIVEN UP.

About two years ago or more, the North German Lloyd Steamship Company established a coaling station, for supply of coal, to the company's vessels, at Koh-i-Chang.

Two hulks were provided and anchored for the purpose at Koh-i-Chang. The coaling station took this form for two reasons: one was for facilitating the coaling of steamer which could go alongside the hulks to coal, and another reason was that two anchorages have to be used by ships coaling or loading outside, according to the change of the monsoon. One anchorage was at Koh-i-Chang, and the other at Anghin.

These hulks could be towed and anchored at either station according as the necessity arose.

It was estimated at the time the station was established that a saving could be effected by the company by reason of the fact that German vessels could load in Bangkok 200 tons of cargo more and be able to cross the bar when ships entered the river with bunkers provided with sufficient coal only to take a ship as far as an outer anchorage. These vessels had in any case to complete cargoes at one of these outer anchorages and they could at the same time take in coal sufficient for completion of the voyage.

This arrangement has, it appears, not produced the success anticipated, and the Siam Observer understands that the Company have now decided to give up the coal hulks from the beginning of the next year and return to the former methods of taking sufficient coal at Singapore or Hongkong, for the voyage backwards and forwards.

LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. Scandia left Shanghai on 23rd inst. p.m., and may be expected here on 27th inst. a.m.

The C.P.R. str. Empress of India arrived Nagasaki at 7 p.m. on Wednesday the 23rd inst., and left again at 3 a.m. Thursday for Kobe, where she is due to arrive at 8 a.m. to-day.

If the ball goes out of play the ball is dead until thrown or kicked in, but the game is

PARIS LETTER.

[WRITTEN FOR THE "HONGKONG DAILY PRESS."]

Nov. 20.

THE FEAST OF ST. CATHERINE.

Next Wednesday will be "La Fete de Sainte-Catherine" which never fails to be celebrated in most joyous fashion throughout France. St. Catherine, as no doubt everyone knows, is the patron saint of old maids, and, according to popular belief, every girl in France who attains her twenty-fifth year without being married, must renounce for ever all hope of finding a husband—fortunately that is only an older-time saying, and does not always turn out true. In any case, that being so, according to the quaint legend, the unhappy girls are decorated on the 25th of every November with the "bonnet de Sainte-Catherine." The tradition has its origin in an old French custom. In former times it was the habit in several French provinces for a young girl who was about to be married to confide the arrangement of her nuptial coiffure on her wedding day to several of her most intimate friends. The girl who inserted the first pin was sure to be married promptly to the man of her choice. But it would have been difficult to put a pin in the bonnet of St. Catherine, for all the saints who bear this name have remained single. Hence the expression, "coiffe St. Catherine." It is used ironically to describe the girls who cannot and never will find a husband.

French Suffragettes.

The Sénat has passed an amending Act which will be highly gratifying to the champions of the feminist movement. For the future women in France will be eligible for election to the Conseil des Prudhommes, the tribunals on which workmen and employers sit in equal proportions, and which intervene in cases arising out of industrial disputes.

THE DEPOPULATION QUESTION.

M. Messigny has just written a very able and interesting article discussing the depopulation of France, from the military point of view. The deputy for the Seine Department—which Paris is the capital—calculates that at the present rate of decrease, his country will, in the course of the next fifteen years, lose 37 or 38 regiments by the diminution of the male population available for service. Approaching the grave problem in a less serious spirit an evening paper in Paris has started a correspondence as to whether women claiming the vote are willing to perform the duties of citizenship by joining the army! The leaders of the comparatively young feminist movement here in their replies for the most part treat the subject facetiously. Some say they have no objection, provided the uniform is sufficiently attractive, but one points

the real merit by declaring that she has already given sons to the country.

PARIS HOOLIGANS.

That sooner or later some league against the hooligans of this City would be formed was to be expected. The Apaches are not to have things all their own way during the coming winter in Paris. A league for the protection of honest citizens against the army of hooligans who infest the capital and its suburbs has been formed, and its organisation includes the

publication of a newspaper entitled "Défendons Nous" (Let us defend ourselves), of which the first number appeared a few days ago. Explaining its *raison d'être* and the necessity for private combination, it states that under the present administration of the law penal severity simply means for the most desperate criminals a comfortable new start in life colonists, while the inadequate sentences passed and the virtual abrogation of the death penalty encourage every form of crime and vice, and make measures of self-defence on the part of law-abiding citizens imperative.

A NEW COMESTER.

The demand for charmen or camel in Paris is increasing rapidly. Game dealers anticipate a brisk trade in this new comestible—a dish which has come to stay. The choicest portions of the camel sell at 4 francs a pound. Only the wealthy classes can afford it yet. The price of camel's meat is also expected to become much more moderate; then will be the time when humbler mortals will have an opportunity of passing their opinion on the new delicacy.

THE MID DAY GUN.

Paris has now its time-gun, fired at midday from the Eiffel Tower. But the amount of how the operation is performed, as given in the French papers, reads a little old-fashioned. M. Billot, the artillerist, we are told, watches through a telescope the clocks either at the Gare St. Lazare or the Observatory, and on the stroke of the hour applies a match to the antiquated cannon which gives the mid-day signal to the City. Beyond making a noise—of which the French have always been fond—the idea is of very little consequence otherwise, at least, to practical business men.

THE COMEDIE FRANCAISE.

The "Gill Blas" announces that M. Jean Richépin will replace M. Jules Claretie as manager of the Comédie-Française. His nomination is not yet official, as M. Claretie still remains at his post, but it is practically certain to be true.

THE BRITISH WORKMAN.

Mr. Edison's verdict upon the British workman of the unskilled variety is unpleasant and uncompromising. English labour of this type pronounces inferior even to that of the South European races—indeed it is "the worst I have handled." Discussing the matter with a Times correspondent, he says: "You have lost so many of your industries that you have apparently an army of people who either won't work or can't work." Mr. Edison is no believer, apparently, in the Free Trade dogma that the destruction of an industry does not matter, since another will arise automatically to fill its place. This is one of the most damaging consequences of Free Trade—that we are sinking to a lower industrial plane, upon which we have to produce raw material for the finishing processes of other countries. A great deal of fuss is made of the necessity of teaching men a trade to save them from unemployment: it seems a remarkably futile project if we cannot find sufficient work for those who have "a trade to their hands"—*Pall Mall Gazette*.

THE FIRE IN THE SINGAPORE HARBOUR.

DOOMED VESSEL SAVED BY SCUTTLING.

Eighty-eight thousand cases of kerosene oil and 3,000 drums benzine were on board of the oil steamer *Kalamo* when she caught fire in the danger zone of the harbour anchorage at Singapore shortly before 6 p.m. on the 16th inst.

Kalamo was seen rising from the bunker hatch, and a hasty investigation was at once made by the officers aboard, who, finding that the fire was likely to get beyond control, effected communication with Blakar Mati, from whence a telephone message was sent to the Master Attendant's office and to the Fire Brigade at Tanjong Pagar Dock. The powerful fire boat *Venice* steamed away to the burning ship, then wall alight, and poured thousands of tons of water into the blazing hatch way, but this seemed to have little effect, as the fire continued to spread, the long tongues of flames rising high in the air and lighting up the palm-fringed beach of Pasir Panjang.

Lieutenant B. A. Cator, R.N., the Acting Master Attendant, Captain E. Edwards, the Senior Boarding and Emigration Officer, and Mr. A. H. Chalmers, Boarding Officer, Marine Department, were soon afloat by the side of the vessel, and when it was seen that the fire was beyond the control of the firemen there was nothing to do but to scuttle the ship. The Captain and European officers were accordingly taken on board of the launch *Mala Mala*, while the crew were accommodated on the *Varuna*. Meanwhile, the seafarers in the engine room were opened, and water at once burst into the ship, which commenced to settle down gradually and eventually found bottom in six and half fathoms. Every precaution was taken to ensure that nobody was missing, and it is believed that no lives have been lost, though reports are current of some of the Chinese crew complaining that colleagues cannot be found. Should that be the case, it is possible they may have preferred a swim to shore than waiting alongside the ship, but from what could be gathered this morning it does not seem probable that any fatalities are to be associated with the burning of the ship.

The officers and men are naturally reticent regarding the outbreak, in view of the Marine Court of Inquiry, which will be held in due course. None, however, can advance any conclusive cause for the fire, and until the officers and men relate what they know of the occurrence it is not likely that an explanation will be forthcoming.

OFFICERS AND CREW.

A few minutes before 2 a.m. of the 17th the officers and crew and the whole staff of boarding officers who had been called on duty, came ashore and the men proceeded to the Sailors' Home. Captain Jackson was in command of the ship, the chief officer being Mr. Dickson, the second officer, Mr. McGavin, and the third officer, Mr. Gladkin. Mr. McAlister is the chief engineer. Altogether, the crew numbered 23 Europeans and 20 Chinese firemen. It was fortunate that some 69 cases of explosives, destined for Manila, were transhipped into lighter as soon as the *Kalamo* arrived on Tuesday; otherwise the story of the *Kalamo* blaze might have been very different. As it was, there was not a single explosion on the ship during the fire, the kerosene burning fiercely with no report whatever coming from the hatches.

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GUNS.
MESSRS. VERNON and SONS LTD., their weekly advertisement, dated Hongkong 24th Dec., 1908, stated: "A fair business has been transacted during the week, but at slightly weakening rates. There is however, no uniform pressure of shares on the market, and rates close steady generally speaking." Sterling exchange has ruled rather firm and closed at 15.81, T.T.

BANKS.—Several small sales of Hongkong and Shanghai are reported at 245 and a few small lots are still on offer at that rate. Nationals remain unchanged and without business.

MARINE INSURANCES.—Unions have changed hands at 355 and close steady at that rate but with an inclination to sell. Canvass has been placed at 195, closing with likely sellers. North China continue in demand at 105, and Yangtze have improved to 157.

FIRE INSURANCES.—Hongkong have found buyers at 345. Canvass have closed somewhat easier and are probably obtainable at 107.

SHIPPING.—Hongkong Canton and Macao have been placed at 29 and 29 closing with buyers at the former and sellers at the latter rate. We have nothing further to report under this heading, other stocks remaining with sellers.

REFINERIES.—China Sugars remain unchanged with a few shades on offer at 1125. Lazons have been done at 18 and close in further request at that rate, while sellers at 20 rule the market.

MINING.—No changes or business to report.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa have declined to 90 with sellers, and no sales to report. Kowloon Wharves have ruled rather firm and after a small sale in the early part of the week at 93, close with an incipient small demand at from 42 to 45. Shanghai Docks have improved to 140.

HOTELS AND BUILDINGS.—Hongkong Lands continue with sellers at 92 and with no sales to report. Hotels have improved to 83 with buyers but no shares seem to be available except at an advance on that rate. Shanghai Lands have improved to 120. We have nothing further to report under this heading.

COTTON MILLS.—Evos remain at 75, while Internationals have advanced to 85. Laon Kung, Mows to 67, and Soy Chees to 280. Hongkong are required for 84, and have sellers at 10.

MISCELLANEOUS.—Complaints have declined to 9.90 with sellers and sellers, and sellers at the close are reported at 9.30, at 9.75 however a small demand exists. Watsons have clamped hands at 95, closing steady with further buyers.

Electrics have been placed at 184 and 18 closing with sellers at the former rate. We have nothing further to report under this heading.

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COTTON MILLS.—Evos remain at 75, while Internationals have advanced to 85. Laon Kung, Mows to 67, and Soy Chees to 280. Hongkong are required for 84, and have sellers at 10.

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SHIPPING

ARRIVALS

ASSAYE, British str., 4,355, C. L. Daniel, 24th Dec.—Bombay via Ports 9th Dec., Mails and General—P. & O. S. N. Co.
CHOWNAI, German str., 1,755, H. Breker, 24th Dec.—Swatow 23rd Dec., Rice—N.D.L.
GERMANIA, German str., 1,771, C. Jurgenson, 23rd Dec.—Japan 18th December Coal—Johens & Co.
HAILAN, French str., 377, O. A. Hoëg, 24th December—Hoïhoi 22nd Dec., General—A. R. Marti.
HANGSONG, British str., 1,356, Spencer Wilds, 24th Dec.—Shanghai 19th and Swatow 23rd Dec., General—Jardine, Matheson & Co.
MINNESOTA, American str., 13,523, Chas. Austin, 24th Dec.—Seattle via Ports 24th Nov., General—Great Northern Steamship Co.
RAGNAI, Norwegian str., 1,220, A. Augenzen, 24th Dec.—Wakamatsu 18th Dec., Coal—Augard, Thoresen & Co.
SANUKI MARU, Jap. str., 6,111, K. Honma, 24th Dec.—Singapore 18th Dec., General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
24th December
Chingting, German str., for Swatow.
Daya Maru, Jap. str., for Wakamatsu.
Devanoya, German str., for Swatow.
E. F. Ferdinand, Austrian str., for Singapore.
Griffel, British str., for Newcastle.
Hullon, French str., for Hoïhoi.
Huiyuan, British str., for Swatow.
Hongkong, French str., for Haiphong.
Hsin Chi, Chinese str., for Shanghai.
Kwei Lin, British str., for Swatow.
Laisong, British str., for Singapore.
Pوانون, German str., for Swatow.
Sanuki Maru, Jap. str., for Singapore.
Tokio Maru, Jap. str., for Moji.

DEPARTURES.

24th December
CARNARVONSHIRE, British str., for Nagasaki.
C. DIEDERICHSSEN, German str., for Hoïhoi.
GERMANIA, German str., for Canton.
HANYANG, British str., for Swatow.
HONGKONG, British str., for Amoy.
KHINCHANG, German str., for Swatow.
KUANGHUNG, British str., for Shanghai.
NED, British str., for Singapore.
QUANTA, German str., for Batavia.
SHIKETORO MARU, Jap. str., for Takao.
SOFOND, Norwegian str., for Penang.
SUNGKANG, British str., for Cobu.
TELEMACHUS, British str., for Saigon.
TUNGSHING, British str., for Shanghai.
YINGCHOW, British str., for Shanghai.

SHIPPING REPORTS.

The Norwegian str. *Ragnar* reports: Variable winds with fine weather to Oecksen from there to port fresh monsoon.

VESSELS IN DOCK.

December 24th
ABERDEEN DOCK.—*Ipiranga*,
KOWLOON DOCK.—H.M.S. *Virago*, Prinz
Waldemar, *Chengkang*, *Tippuna*, *Triumph*,
COSMOPOLITAN DOCK.—*Deneve*.

VESSELS PASSED ANJER.

Dec. 1, Norw. barque, *Phyllis*, Gabrielsson, from Port Louis for Anjero of Samarang.
Dec. 1, British str. *Priam*, Jurvis, Dec. 1, from Batavia for Amsterdam.
Dec. 3, Dutch str. *Banda*, Fenenga, Oct. 17, from Hamburg for Batavia.
Dec. 3, German str. *Osnabrück*, Prohn, Dec. 2, from Tjilatjap for Batavia.
Dec. 3, Dutch str. *Irion*, de Baer, Dec. 3, from Batavia for Amsterdam.
Dec. 4, British str. *Olterburn*, from Auckland for Singapore.
Dec. 7, British str. *Auchendardon*, from West.
Dec. 9, British barque, *Eclips*, White, from Whampoa for Boston.
Dec. 12, Dutch str. *Ophir*, Sharp, Nov. 7, from Rotterdam for Batavia.
Dec. 14, British str. *Islander*, Wright, Dec. 12, from Singapore for Christmas Island.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE AND ADRIATIC
PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND,"
Captain Nitsche, will be despatched as above
TO-MORROW, 26th Dec., at Daylight.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Princes Buildings,
Hongkong, 23rd December, 1908. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above on THURSDAY, the 7th Jan., at NOON, 1909.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st December, 1908. [1681]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA ...	Brit. str. ...	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	On 30th inst.
LONDON & ANTWERP, &c.	DELTA ...	Brit. str. ...	—	B. W. H. Snow ...	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP, &c.	GENEVA ...	Brit. str. ...	—	Hawington ...	McGREGOR BROS. & GOW	On 6th Jan.
LONDON, ANTWERP & HAMBURG	CAENFAVONSHIRE ...	Brit. str. ...	—	SHEWAN, TOMES & CO.	HAMBURG-AMERICA LINER	End of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DUN OF OGIL ...	Brit. str. ...	k. w.	... Döhrn	HAMBURG-AMERICA LINER	On 5th Jan.
HANSE & HAMBURG VIA STRAITS, &c.	SCANDIA ...	Brit. str. ...	—	Lanning ...	HAMBURG-AMERICA LINER	On 27th inst.
HANSE & HAMBURG VIA STRAITS, &c.	ISABELA ...	Brit. str. ...	k. w.	Port-L'ne	HAMBURG-AMERICA LINER	On 25th Jan.
HANSE & HAMBURG VIA STRAITS, &c.	BARCELONA ...	Brit. str. ...	k. w.	Wagner	HAMBURG-AMERICA LINER	On 28th Jan.
HANSE & HAMBURG VIA STRAITS, &c.	C. F. FEED, LABEZ ...	Brit. str. ...	k. w.	... Peter	HAMBURG-AMERICA LINER	On 22nd Feb.
HANSE & HAMBURG VIA STRAITS, &c.	SLAVONIA ...	Brit. str. ...	k. w.	... Melchers & Co.	HAMBURG-AMERICA LINER	On 27th Feb.
HANSE & HAMBURG VIA STRAITS, &c.	ANDALUSIA ...	Brit. str. ...	k. w.	... Williams	HAMBURG-AMERICA LINER	Beginning of January.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SIAM ...	Dan. str. ...	—	MESSAGERIES MARITIMES	P. & O. S. N. Co.	On 6th Jan., at 1 P.M.
MARSEILLES, & C., VIA PORTS OF CALAIS, &c.	ERNEST SIMONS ...	Fr. str. ...	—	C. D. Bennett, R.N.E.	NIPPON YUSEN KAISHA	On 20th March.
MARSEILLES, & LONDON VIA BOOMAY ...	MACEDONIA ...	Brit. str. ...	—	H. Frazer ...	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES, LONDON & ANTWERP, &c.	HEIRANO MARU ...	Jap. str. ...	—	Goo, Anderson ...	NIPPON YUSEN KAISHA	On 6th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADOU MARU ...	Jap. str. ...	—	A. Christensen ...	NIPPON YUSEN KAISHA	On 20th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUELOW ...	Brit. str. ...	—	H. Formes ...	MELCHERS & CO.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZESS ALICE ...	Brit. str. ...	—	G. Rott ...	MELCHERS & CO.	On 10th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FERDINAND ...	Brit. str. ...	—	Nitsche ...	SANDER, WIELER & CO.	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIKKH ...	Brit. str. ...	—	... Williams	DODWELL & CO. LTD.	On 29th inst.
MARSEILLES, & LONDON VIA BOOMAY ...	INDRAWADI ...	Brit. str. ...	2 m.	K. Kawara ...	JARDINE, MATTHESON & CO. LTD.	On 6th Jan.
MARSEILLES, LONDON & ANTWERP, &c.	MUNCASTER CASTLE ...	Brit. str. ...	1 m.	J. Boyd ...	DODWELL & CO. LTD.	On 19th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPERESS OF JAPAN ...	Brit. str. ...	—	Wm. Thompson ...	CANADIAN PACIFIC R. CO.	On 16th Jan., at 7 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAEGLE ...	Jap. str. ...	—	G. W. Eddy ...	CANADIAN PACIFIC R. CO.	On 2nd March, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIENANO MARU ...	Jap. str. ...	—	F. Iske ...	NIPPON YUSEN KAISHA	On 5th Jan., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU ...	Jap. str. ...	—	N. Mathieson ...	NIPPON YUSEN KAISHA	On 14th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU ...	Jap. str. ...	—	T. Bekine ...	NIPPON YUSEN KAISHA	On 19th Jan., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAHAMUYA MARU ...	Jap. str. ...	—	K. Homma ...	NIPPON YUSEN KAISHA	On 29th Jan., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TIKINI ...	Dut. str. ...	—	T. Yamawaki ...	NIPPON YUSEN KAISHA	On 7th Jan., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ASSATE ...	Brit. str. ...	—	H. Koops ...	JAVA-CHINA-JAPAN LIJN	On 22nd Jan., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ABERATOON APCAR ...	Brit. str. ...	—	C. L. Daniel ...	P. & O. S. N. CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING ...	Brit. str. ...	—	A. Stewart ...	DODWELL & CO. LTD.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FOOSHING ...	Brit. str. ...	—	V. McCreight-Liddell ...	JARDINE, MATTHESON & CO. LTD.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	T. Heims ...	JARDINE, MATTHESON & CO. LTD.	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	A. S. Sandbach ...	JARDINE, MATTHESON & CO. LTD.	On 28th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	E. Robertson ...	BUTTERFIELD & SWINE	On 29th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	B. Suriga ...	OSAKA SHOSEN KAISHA	On 31st inst., at 8 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	E. Malchow ...	MELCHERS & CO.	About 31st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	H. S. Bradshaw ...	P. & O. S. N. CO.	On 2nd Jan., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	Rebfus ...	MESSAGERIES MARITIMES	On 4th Jan., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	...	JARDINE, MATTHESON & CO. LTD.	On 11th Jan., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	...	MELCHERS & CO.	Middle of January.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	...	NIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI ...	Brit. str. ...	—	...	JARDINE, MATTHESON & CO. LTD.	On 27th Jan., at Noon.
MASEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	TIJHARI ...	Dut. str. ...	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
MASEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIBETORO MARU ...	Jap. str. ...	—	S. Alami ...	OSAKA SHOSEN KAISHA	On 29th inst., at 8 A.M.
MASEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMSIU ...	Dut. str. ...	—	Hodgins ...	DODWELL & CO. LTD.	To-day at Noon.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. C. L. Daniel	About 25th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA Capt. B. W. H. Snow	Noon, 26th Dec.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT	SICILIA Capt. G. H. Watkins, R.N.R.	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw	About 2nd Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 29th Dec., 3 P.M.
SHANGHAI	"SHAOHSING"	On 29th Dec., 4 P.M.
MANILA	"TAMING"	On 6th Jan., 3 P.M.
MANILA, ZAMBANGA, PORT DARWIN, TIMBER ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 29th Jan., 4 P.M.
MANILA STEAMERS & TIENSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage apply to—	BUTTERFIELD & SWIRE, AGENTS	11
Hongkong, 25th December, 1908.		

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR	LEAVING	
ANPING & TAKAO	"SHIBETORO MARU" (SUNDAY, 27th Dec., Capt. S. Asumi) at Daylight.	
* TAMSUI VIA SWATOW	"DAIJIN MARU" (TUESDAY, 29th Dec., Capt. I. Sakurai) at 6 A.M.	
* SHANGHAI VIA SWATOW	"CHOSHUN MARU" (THURSDAY, 31st Dec., Capt. T. Suruga) at 6 A.M.	
AMOY & FOOCHEW		
* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins. Amidships.		
1 Uruvalia Table.		
* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.		
For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Building.		
Hongkong, 25th December, 1908.	T. ARIMA, Manager	[13]

DOUGLAS STEAMSHIP CO. LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY & FOOCHEW	(FRIDAY, 25th Dec., at NOON)
"HAITAN" Capt. J. S. Roach	SWATOW, AMOY & FOOCHEW	(TUESDAY, 29th Dec., at NOON)

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 24th December, 1908. 1579

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"POOSHING"	Monday, 28th Dec., 4 P.M.
SWATOW, SHANGHAI, TINGTAU	"CHEONGSHING"	Monday, 28th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 29th Dec., Noon.
SHANGHAI	"HANGSAMG"	Tuesday, 29th Dec., 4 P.M.
MANILA	"LOONSANG"	Thursday, 31st Dec., 4 P.M.
SHENZHEN, YOKOHAMA, KOBE & MOJI	"YUENSANG"	Friday, 8th Jan., 4 P.M. '09.
FOR THE MANILA CARNIVAL	"FOOKSANG"	Monday, 11th Jan., Noon '09.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nanking. Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 25th December, 1908. [16]

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

FOR HAVRE & HAMBURG: S.S. SCANDIA 27th Dec.

FOR ROTTERDAM & HAMBURG: S.S. DEN OF OGIL 5th Jan. '09

FOR HAVRE & HAMBURG: S.S. ISTRIA 11th Jan. '09

FOR HAVRE & HAMBURG: S.S. BARCELONA 25th Jan. '09

FOR HAVRE & HAMBURG: S.S. SAXONIA 28th Jan. '09

FOR HAVRE & HAMBURG: S.S. SPEZIA 22nd Feb. '09

FOR HAVRE & HAMBURG: S.S. ANDALUSIA 27th Feb. '09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office. 12

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 26th Dec., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Jan., Noon, '09

For Freight or Passage apply to—

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th December, 1908. 14

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU," tonnage 9,000 gross reg. Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two-Berth Cabins, Single-Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA, Hongkong, 24th November, 1908. [1599]

**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	SADO MARU Capt. Geo. Anderson, BINGO MARU Capt. A. Christiansen	6227 6247	WED'DAY, 6th Jan. '09 at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOAIKI, and YOKOHAMA	SHINANO MARU Capt. K. Kawara, STANGO MARU Capt. Wm. Thompson, KUMANO MARU Capt. N. Mathieson, YAWATA MARU Capt. T. Sekine, SANUKI MARU Capt. K. Homma, TAKASAKI MARU Capt. A. Mocker, WAKAMIYA MARU Capt. T. Yamawaki,	6388 7463 5076 3817 6112 4370 4421	TUESDAY, 5th Jan., 09 at Noon. TUESDAY, 19th Jan., 09 at Noon. FRIDAY, 22nd Jan. '09 at Noon. FRIDAY, 19th Feb. '09 at Noon. FRIDAY, 26th Dec., 4 P.M. WED'DAY, 30th December. MONDAY, 4th January.
SYDNEY and MELBOURNE, MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE			
KOBE and YOKOHAMA			
BOMBAY via SINGAPORE and COLOMBO			
KOBE			

* Omitting Yokohai.

† Fitted with Marconi's System of Wireless Telegraphy.

† Cargo only. Through Passengers' Tickets issued to the Principal Cities in the United States, Canada and Britain, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of traveling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER. 356

Hongkong, 25th December, 1908.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS DATE OF SAILING

MARSEILLE, HAVRE and SIAM Beginning

POST OFFICE NOTICE

CHRISTMAS AND NEW YEAR'S HOLIDAYS

The Post Office will be open to-day, from 7 a.m. to 9 a.m., and to-morrow (Boxing Day) the office will be open from 7 a.m. to noon for the despatch of the English mail. On Friday (New Year's Day) the office will be open from 7 a.m. to 9 a.m. On Saturday the 2nd January the office will be open from 7 a.m. to noon for despatching the American mail.

There will be no delivery of letters and one collection as on Sundays.

The money order office will be entirely closed.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

5th December ... at 10.00 a.m.
31st December ... at 8.30 p.m.
8th January ... at 10.00 a.m.

FOR THE MAIL

PEE DATE

Hongkong December 24th

COMPANY PAID UP QUOTATIONS

Alhambra \$200 Nominal

Banks—

Hongkong & Shanghai \$125 16d. sales & co.

National Bank of China \$6 London £20

Bell's Asbestos P.A. \$25 \$51

China-Borneo Co. \$12 \$11, sellers

China Light & Power \$10 \$61, sellers

China Provident \$10 \$9.75, buyers

Cotton Mills—

Ewo ... Friday, 28th, 9.00 A.M. £10 £10.75

Hongkong ... Friday, 28th, 9.00 A.M. \$10 10 buyers

International ... Saturday, 29th, 9.00 A.M. £10 £10.65

Lau Kong Mow ... Friday, 28th, 9.00 A.M. £10 £10.75

Sat. Tch ... Friday, 28th, 9.00 A.M. £10 £10.25

Textile ... Saturday, 28th, 9.00 A.M. £10 £10.25

Saturday, 28th, 9.00 A.M. £10 £10.25

Saturday, 28th, 9.00 A.M. £10 £10.25

Dairy Farm ... £10 10 sellers

Books and Wharves—

H. K. Ward & G. \$10 24d. sellers

H. W. Dock ... \$10 100 sellers

New Amoy Dock ... \$10 100 buyers

Shai & H. Wharf ... £10 £10.75

Fenwick & Co., Goo... \$25 10 sellers

Green Island Cement ... \$10 10 0, sellers

Hongkong & C. Gas ... £10 £100, x.d.

Hongkong Electric ... £10 101, sellers

Hongkong Hotel Co. ... £10 100 buyers

H. K. Milling Co., Ltd. ... \$25 22d. sellers

In liquidation ... \$100 Nominal

Hongkong Hop Co. ... \$10 24d. sellers

Insurance—

Canton ... \$10 105, sales

China Fire ... \$10 107, sales

China Trade ... \$10 104, buyers

Hongkong Fire ... \$10 102, sales & co.

North China Union ... \$100 105, buyers

Yankee ... \$10 105, sellers

No late fee.

Letters ... 11.00 A.M. £10 100, sellers

Printed Matter and Samples ... 10.00 A.M. £10 100, sellers

Registration ... 10.00 A.M. £10 100, sellers

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration ... 10.00 A.M. £10 100, sellers

Land and Building—

Hongkong Land Inv. ... £100 92, sellers

Humphrey's Estate ... £100 98, sellers

Kowloon Land & B. ... £100 83, sellers

Shangha Land ... £100 120, sellers

West Point Building ... £100 84, sellers

Mining—

Charbonnages ... £100 55 0, buyers

Tin ... £10 10

Peak Tramways ... £10 814

Philippine Co. ... £10 82, sellers

Refineries—

China Sugar ... £100 1124

Laron Sugar ... £100 105, sellers

Robins Piano Co. ... £100 105, sellers

Steamship Companies—

China and Manua ... £25 51, sellers

Douglas Steamship ... £25 108

H. Canton & M. ... £100 294, sellers

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LEA and PERRINS' SAUCE

Assists digestion and gives a
delightful piquancy and flavour
to all

MEAT DISHES, SOUPS, FISH, CHEESE,
CURRIES, GAME, POULTRY & SALADS.



The
Original & Genuine
Worcestershire.

By Royal Warrant
H.M. THE KING.

PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable by periodic drawings, either with Cash Premiums varying from £40 to £10,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous sizes, payable by convenient Monthly Instalments ranging from £5s. to £20.

Write for Handbook, sent post free.
MELLVILLE GLYN & CO., Bankers, 2, Rue de la Paix, PARIS (France).

A Delicious Luxury.

There are many kinds of Lime Juice. Some are quite innocent of any touch of the real fruit, and others are made from low quality lime. The way to make sure of the perfect Lime Fruit Juice is to get

PURE MONTSENNAT LIME JUICE CORDIAL

which is made exclusively from the splendid cultivated limes of the Island of Montserrat. Mixed with plain or aerated water, this Cordial is the ideal household drink in hot weather.

M. de la Guérinière, Paris
Uvaire et Cie, Paris
Sweets of France, Paris
Lemonade, Paris
Cordial, Paris

BOVRIL

should be in every home as well as in every hospital.

When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to His Majesty the King.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(a) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(b) A METAL SEAL advertising CALTEAS.

CALTEAS is a MELISSA and MINT cordial which surpasses all others by its

simple and delicate preparation. To be taken on a lump of sugar.

Correspondence on the SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS.—CALBECK, MACGEFFOY & CO., HONGKONG.

THE ORIGIN OF OPIUM.

Sir Ray Lankester writes in the *Daily Telegraph*: That Europe is the original home of the opium-poppy, and not Asia, is even more contradictory of our settled traditions and belief than the fact that Europeans gave tobacco to the East. Yet it is the fact that opium, like tobacco, came to the Far East from Europe. The opium-poppy does not grow wild in Asia; it is a cultivated variety of a Mediterranean poppy, the *Papaver setigerum*, which has a pale purple flower, and was conveyed, long ago, by man from the Levant to Asia. We have true poppies of four species which grow wild in England, all with splendid scarlet or crimson petals easily distinguished from one another by the shape of the seed-boxes, or capsules, which they form. If you scratch the surface of the seed capsule of one of these poppies a milky juice appears. It is this which is collected from the capsules of the much larger opium-poppy in India and China, and when dried forms a hard brown cake, which is called "opium." It consists of resinous matter, in which is contained a small quantity of the invaluable narcotic called "morphin," and also small quantities of other powerful poisons.

THE WILD POPPY.

The pale-purple poppy of the Mediterranean (*Papaver setigerum*) was cultivated hundreds—perhaps thousands—of years ago, in the South of Europe and on the Mediterranean shores of Africa—not for opium, but for the oil which can be expressed from the seed, "poppy-seed oil." The oil is free from narcotic properties. The purple poppy is still cultivated for that oil in France, and poppy-seed oil is an article of commerce used as food, both in the pure state and for adulterating other oils. The earliest cultivation of this poppy is even as remote in Europe as 7,000 years, for we find that the Swiss lake-dwellers of the Stone Age cultivated it, and that the variety they obtained was nearer to the wild *Papaver setigerum* than to the modern opium-poppy, *Papaver somniferum*. How and when it first was recognised that the narcotic substance "opium" could be prepared from the juice exuding from the cut capsule is not exactly known, but it is probable that it was not until the early Middle Ages that the poppy was cultivated for the habitual use of opium as a narcotic indulgence, and that its earlier cultivation was, as to some extent, the case at the present day, for the sake of the oil contained in the seed, its use in medicine requiring but a very small supply. The ancient Greeks were well acquainted with the cultivated poppy. Homer mentions it, and at a much later period Theophrastus and Dioclesius do so. They call it "mekon," and were aware of the somniferous properties of the poppy. Dioclesius, whose wonderful book on plants dates from the first century of our era, speaks of the drug derived from the seed by the name "opes," and it is from that word that the name "opium" has come. The Romans cultivated the poppy before the Roman and mixed its seeds with their flour in making bread. The story of King Tarquin taking the governor of a rebellious province into a poppy-field, lopping off the heads of the taller poppies with his sickle, and then turning to his victim without a word, but with a look which said, "That is the way to govern"—is evidence of the very early cultivation of the poppy by the Romans. Hebrew writings do not mention the opium poppy, though it seems to be certain that it has been cultivated in Asia Minor for at least 3,000 years. There is no evidence that the plant was cultivated in more ancient time in Egypt, although in Pliny's time the Egyptians used the juice of the poppy medicinally. In the Middle Ages it was, and in our own day it is, one of the chief objects of cultivation in that country, especially for manufacture of opium.

THE CULTIVATED POPPY.

The cultivated variety *P. somniferum* of the present day differs from the wild *P. setigerum* in having the seed-capsule surmounted by ten or twelve stigmas (the free ends of the leaves which are united to form the capsule), instead of by eight as in the wild form. It seems that the introduction of the poppy from the shores of the Mediterranean into Persia, India, and China is due to Arab traders, and is coincident with the rise of Mahomedanism, and it is probable that it was valued and cultivated from that time onwards, not so much for the sake of its seed and oil, as for the narcotic juice which was made up by Arabian "confectioners" into a kind of paste, and eaten, as were other vegetable extracts, such as "bhäng" from hemp—for the sake of the pleasurable effects produced by its poisonous action on the nervous system. It is certain that the opium poppy does not occur at all in the wild state in the Middle and Far East. In 1516 opium was already an article of trade from India to China. The poppy was cultivated, and use of opium known and frequent in India for some five centuries before that date. From 1516 the cultivation of the plant in China was not started until the eighteenth century.

"The Chancellor of the Exchequer in introducing the Budget for 1908 could, therefore, point out with very justifiable pride that the British Public Debt on March 31, 1909, would be £500,000 less than it was at the end of the financial year in 1899 before the outbreak of the Boer war. ("Hear, hear.")

In North Germany the brewing tax works out at only 1s. 2d. per head of population, as compared with 6s. 6d. in Great Britain. ("Hear, hear," on the Right.) The spirit tax averages 2s. 4d. per head here, and in Great Britain 8s. 3d. Finally, the tobacco tax works out at 1s. 3d. per head in Germany as against 6s. 2d. in Great Britain. ("Hear, hear.")

"We shall imperil our safety—may, our peace—if we do not agree on the new taxation. Financial preparedness is just as important as military readiness. The Government is convinced that the people's representatives will solve this problem in a manner worthy of the German people."

IGNORANCE OF THE BIBLE.

The "New York Nation" is a journal corresponding somewhat to the "Atheneum," contains a letter (October 22nd) dealing with "Ignorance of the Bible" among the younger members of the well-to-do classes in America. "As a substitute, Sunday school teacher," says the writer, "I asked a class of boys from the best families, in this refined New England community, where a college has been disseminating culture for more than a century, 'What is meant by the word 'prodigal son'?' One lad immediately volunteered, 'It's the sun that rises and sets each day, isn't it?' But he was immediately corrected by a wiser boy who said, 'No, taut.' The prodigal son means Jesus Christ." I had occasion to lead a Bible study meeting of college students, and to wake them up to the need of greater familiarity with the Scriptures, I ventured as a test question: 'How many of you college men think you could read the book of Hebrews in the Bible without using the index?' One man inquired how much time I'd give them, and when I permitted them five minutes for the search fifteen out of the forty men were sure that they could accomplish the task, and actually set about it. Happily against my hope that this experience was exceptional, I asked the same question to Boston a few weeks later, where I had occasion to conduct a Bible class of Harvard and Technology men. In that class, numbering thirteen, every man was sure he could achieve this impossibility.

"It was in still another college community where I was residing that an illusion was made as with the infirmity of age. The mischief that led to the knees is serious enough, but worse remains behind. Displacement of internal organs is no trifle. Already there are coloured shoes to match green, blue, or purple costumes, a fashion that will be developed immensely next season. We shall see those in almost every shade of colour, pale or dark, a popularity that has become fact owing to a new discovery in the art of dying. X and Z in the Globe."

The query may be raised, says a London contemporary whether after all the young people of the middle classes at home are better informed concerning the great "welt of English culture" than their American cousins.

FASHIONS AND FANCIES.

A PRINCESS'S GOWNS.

A bright illumination was thrown on the modes of to-day and to-morrow by the exhibition of Paquin models in Dover-street. These had been taken to Berlin and submitted by Madame Paquin to the Crown Princess for her selection. It may be supposed that the very top mode of fashion was struck in these dresses, coats, hats, furs, eshabas, &c. And in addition, there was the idiosyncrasy of this famous house in the designing and creation of the various châlons. The young Princess is tall, fair, and gracefully slender. She carries herself well, and this is equally important with figures to the success of a gown. Her favourite colour is green, so becoming to a fair complexion; but her young husband's pet colour is pale blue. Consequently many of the gowns chosen were in one or other of these tints. But there were also other colours, in addition to white and black.

A LOVELY RECEPTION DRESS.

Tomato red, for instance, was seen in a velvet reception-dress, with light embroidery on the dull gold that is so much in request this season for handsome gowns. Gold, too, was the trimming of a black satin châlonne Chantilly, one Directoire fashion, and closely moulded to the figure. Meant for evening wear the bodice was made with a vieux rose satin belt, wide and high, softly valled with black, and drawn through gold embroidery, and ending in gold fillet and black knotted together. The sleeves, entirely covering the arms, and very closely fitting, were in black and gold tissue, with touches of old rose. The yoke was a beautiful gold embroidery, with motives of black lace, all carried high in the neck. The train, to match, accompanied this gown evidently intended for wearing with it at the theatre. Nothing could be better chosen to enhance the fairness of the Crown Princess. The favourite bugles were seen in an original fashion on an evening gown in black marquise with a pointed train outlined with fringed with vivid green bugles. Similar fringes formed a bertha, and fell over the arms over long sleeves of cream-coloured lace richly embroidered in black jet. Green, too, in a lovely shade of emerald, was the colour of a châlon in softest crêpe-de-chine, embroidered all over in gold beads, and forming a graceful kind of rose drapery over a tight undergown in white chiffon. The artistic contrast between the green and the white was emphasised by a narrow line of black velvet, and an Elizavet edition of a black tulip ruche edging the green.

SOME LOVELY DINNER GOWNS.

A dream of colour was a dinner gown in pale rose-petal pink satin charmeuse veiled with pearl-grey chiffon edged with pink velvet. This overdress was a Directoire tunic cut up in panels embroidered in pink and silver, and trimmed with silver lace. The second dinner gown was in Saxe blue chiffon velvet relieved with creamy chiffon on the bodice and worked in elaborate embroideries of blue bugles and crystal. For evening wear long Directoire sleeves in diaphanous texture, sateen, or gaze, unison, embroidered with chiffon, &c., many of them embroidered with bugles or bordered with a narrow line of fur or rows of black chiffon, or gold or white. Many of them were fringed with gold or silk. A poem of a frock was a white satin Directoire, with a bodice of pink roses, buds clustered closely together. An evening coat was made of Caprienne velvet, the shade of the deepest orange-brown red in nasturtium, embroidered all over in a very beautiful and harmonious design of black jet, and finished at the neck with a twist of black tulle, and gold fillet lace. Fine black for trimmed this very lovely coat, the shape of which was indescribably novel and unusual.

SOME CABBAGE COATS.

Not for the million is such a carriage coat as that shown, made entirely of broad tail and trimmed with real silver fox, perhaps the costliest of furs. The hat, to be worn with this black velvet with a band of silver fox about the crown and a trimming of dull blue roses. Loveliest of all, however, was a Directoire pelisse in dull blue velvet, and very richly embroidered in steel and silver in oxidized shades. Brightness in metal embroideries is entirely added. Brightness in metal embroideries is entirely added. The whole coat was edged with black fox.

A SENSATIONAL FUR COAT.

Among the wonders that were shown was a cable coat, price three thousand guineas, and made for the star of the Imperial Opera House, Berlin. Such was the sort, rich splendours of this fur that it clings to the figure as though it had been velvet. Needless to say, the dark, glossy, silken skins were matched to perfection, and the ample cut of the skirts was in contrast with the perfect fit of the shoulders, outlining them with accuracy.

OUTDOOR GOWNS AND COATS.

A two-coated costume was in pale beige tweed cloth with a fist, smooth plait down the front of the Directoire skirt, which, like the bodice, is trimmed with buttons covered with beige velvet. A touch of vivid green at the neck and a narrow edge of brown fur gave character to this frock. Another walking costume had the skirt in dark blue cloth and a three-quarter coat in velvet to match, made with the becoming little shoulder capes that have not now been seen for some time. When they first come in they give a note of peculiar distinction to a coat or costume.

THE NEWEST COATS.

There seems to be no half-length in the coats of this season. They are either cut away from the front and with not more than seven or eight inches of basque, or else they are three-quarter length. An uncommonly pretty costume is in green cloth for the skirt, and has a green velvet coat with black silk and full gold brocade and oxidized gold buttons. Some of the three-quarter fur coats are worn with gold or silver belts in full tones of the metal. The Directoire fur coat has a line of buttons or embroidery down one side, and frequently has the neck finished with embroidery to match. The waist is short at the back and the fronts are straight, but not very loose. One of the newest cloth coats is a modification of the Directoire with an opening, or apparent opening, down the side, fastened up with buttons and buttonholes. In front, however, the type is rather sacrificed to the cause of warmth, in the cross-over lapels.

WINTER BOOTS AND SHOES.

All shades of brown are worn with tweed costumes, and, in fact, with short skirts of any colour save black. High heels seem to be worn more with short skirts than with long ones. In fact, the shorter the skirt, the higher the heels, and the effect is often more peculiar than beautiful. The gait is crippled, and any trace of charm or gracefulness necessarily disappears when the figure is bent forward as with the infirmity of age. The mischief that leads to the knees is serious enough, but worse remains behind. Displacement of internal organs is no trifle. Already there are coloured shoes to match green, blue, or purple costumes, a fashion that will be developed immensely next season. We shall see those in almost every shade of colour, pale or dark, a popularity that has become fact owing to a new discovery in the art of dying. X and Z in the Globe.

SHIP DESIGNING.

SIR W. WHITE ON MODERN METHODS.

Sir William H. White, the British naval constructor of a notable era, delivered an interesting address at the first ordinary meeting of the Royal Society of Arts, when he dealt with the rise and progress of education in naval architecture, in which he himself has had no small share. He alluded to the somewhat narrow lines on which construction was formerly conducted, until the inception of the movement in favour of better education for British ship-builders and the adoption of scientific methods in ship design a century ago to meet unconnected with the industry, and not welcome to ship-builders of the older school. Fortunately, opposition from various quarters was overcome, and the first School of Naval Architecture began its work at Portsmouth in January, 1811, under the direction of Dr. Inman, distinguished graduate of the University of Cambridge.

When the steam reconstruction of the Navy had to be undertaken, about 55 years ago, and was rapidly followed by the use of armour as a protection against attack by explosive shells, it became impossible any longer to pretend that naval officers, untrained as naval architects, could undertake the responsible work of designing British warships. Fortunately trained men were available in the persons of Dr. Inman's old pupils, who had been compelled to wait 20 years before their opportunity came. Outside the Admiralty service conspicuous success was attained by other trained naval architects. Sir William drew attention to the effect produced on modern building by evening classes in naval architecture, at which large numbers of artisans have been taught. For many years these classes have existed in the dockyard towns and centres of shipbuilding. They have given useful instruction to draughtsmen and men engaged in the practical operations of the shipyard, and from amongst these, by a process of selection, no small number of men have been found who were capable of receiving higher training, and rising to positions of primary importance in the private shipbuilding industry. In later years municipal technical schools in our great seaports have given a home to these classes, and at the present time they are flourishing more than ever. In this department of technical education the United Kingdom has a distinct advantage over any other maritime country, and it has had a marked effect upon the more general adoption of scientific methods in shipbuilding during the last 30 years.

Thirty years ago, the drawing offices of the private shipyards of this country engaged in the construction of cargo steamers—which may be called the "staple industry" of British shipbuilding—were conducted in a manner absolutely different from that which now prevails. It was within the truth to say that, at the present time, scientific skill and ingenuity were being displayed in the design of the much despised tramp steamer or pure cargo-carrying vessel, no less than in the designs of the swiftest and largest passenger steamers and of the most powerful warships. Signs of increasing recognition of the value of these evening classes were to be found in the large number of scholarships, exhibition, and studentships which have been founded in recent years by the generosity of public bodies or private individuals. Young men whose first training was received in these classes were now actively engaged throughout the shipyards of the country, doing good service, and assisting to maintain our supremacy in shipbuilding. In order to maintain that universally desired result, the best brains of the country must be utilized, and all classes of the community must be drawn upon. The contemporaneous provision of elementary and advanced instruction, and of means by which students of naval architecture can pass from the lowest rung of the ladder to the topmost, were outstanding features of the last 30 years, and merits for congratulation.

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NOTICES TO CONSIGNEES

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NOTICE.

CONSIGNEES OF cargo from London ex "Charente" and "Matapan," from Havre ex "Charente" and "Matapan," from Bordeaux ex "Cambrai" and "Ville d'Armes" in connection with above steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd, at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after TUESDAY the 29th Dec., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th Dec., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 29th Dec., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Agent.

Hongkong, 22nd December, 1908. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI

THE Company's Steamship "E. FRANZ FERDINAND" having arrived, Consignees of cargo are hereby informed that goods will be landed into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before NOON on the 29th Dec., 1908, or they will not be recognized.

No Fire Insurance has been effected, and any goods remaining in the godowns after the 29th Dec., 1908, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 22nd December, 1908. [3]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MIDDELSBROUGH, LONDON AND STRAITS.

THE Steamship "CARNARVONSHIRE," Ingram, having arrived from the above port, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, crushed, and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, the 29th Inst., at 3 P.M. All claims must be presented within fifteen days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 29th Inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN-TOMES & CO., Agents.

Hongkong, 23rd December, 1908. 1690

THE OCEAN STEAMSHIP CO. LIMITED,

AND
THE CHINA MUTUAL STEAM NAV. CO. LTD.

NOTICE TO CONSIGNEES.

CONSIGNEES OF cargo on THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION Co.'s Steamers are hereby informed that on and after 1st JANUARY, 1909, all cargo on these steamers will be landed into HOLT'S WHARF, KOWLOON, which will be open from that date to receive and store cargo.

For storage rates and other particulars, apply to

BUTTERFIELD & SWIRE,
AGENTS:

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Hongkong, 15th December, 1908. [1664]

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SHIPPING IN PORT.

STEAMERS.

ABRAHAM AMERICAN, British str., 2,931, A. Stewart, 23rd Oct., Calcutta via Straits and Singapore 17th Dec., General—David, Sasecon & Co.

BAN-TEH American str., 329, D. Francisco Fabrigor, 25th Nov., Manila 2nd Nov., Sugar—Order.

BORNEO German str., 1,344, F. Sembill, 18th Dec.—Sandakan 12th Dec., Timber and General—Melchers & Co.

CARNAVOYSHIRE British str., 4,219, F. Ingram, 23rd Dec.—London 4th Nov., and Singapore 16th Dec., General—Shewan, Tomes & Co.

CHENGSHENG British str., 1,256, Liddell, 15th Dec.—Tientsin via Weihaiwei 8th Dec., General—Jardine, Matheson & Co.

CHOISING German str., 1,022, J. Bruhn, 16th Dec.—Bangkok 10th Dec., Rice—Butterfield & Swire.

CHANGCHOW British str., 1,203, Partridge, 17th Dec.—Choofoo and Weihaiwei 12th Dec., General—Butterfield & Swire.

CHINKANG British str., 1,223, W. Kay, 21st Dec.—Dahli via Chefoo 15th Dec., Bean cake etc.—Butterfield & Swire.

CHIYO MARU Japanese str., 7,250, W. W. Greene, 21st Dec.—Yokohama 16th Dec., General—Nippon Yusen Kaisha.

CHUNHSANG British str., 1,418, E. Sawyer, 16th Dec.—Jang 7th Dec., Sugar—Jardine, Matheson & Co.

DAIYA MARU Jay str., 1,735, K. Kabayashi, 23rd Dec.—Wakamatsu 18th Dec., Coal—Mitsui Bussan Kaisha.

DAKOTAH British str., 2,593, Ross, 21st Dec.—San Francisco 23rd Nov., Kerosene Oil—Standard Oil Co.

DEBRWINT British str., 1,562, J. Jenkins, 17th Dec.—Saigon 12th December, General—Chinese.

DEVAWONGSE German str., 1,057, Bruhn, 21st Dec.—Bangkok 10th and Hoihow 19th Dec., Rice and Tea—Butterfield & Swire.

E. F. FERDINAND Austrian str., 3,943, E. Nitsche, 22nd Dec.—Shanghai 19th Dec., General—Sander, Wieder & Co.

FOOSHING British str., 1,423, F. Lishman, 17th December—Chinkiang 13th Dec., General—C. M. S. N. & Co.

FRI, Norwegian str., 860, C. Waage, 17th Nov.—Manila 13th November, Ballast—Asgaard Thorsen & Co.

GREYFELLA British str., 3,246, Steel, 17th Dec.—Newcastle and Port 20th Nov., Coal—Messageries Maritimes.

HAIYANG British str., 1,362, A. E. Hodgins, 23rd Dec.—Coast ports 22nd December, General—Douglas Lapraik & Co.

HALDIS Norwegian str., 1,065, Solberg, 23rd Dec.—Chinkiang 19th December, Rice—Hamburg-American Line.

HELIOPOLIS British str., 2,967, Wiseman, 15th Dec.—Chinawangtao 10th December, Nil—Gibb, Livingston & Co.

HONGKONG French str., 742, A. Cornelissen, 23rd Dec.—Haiphong 15th and Hoihow 21st Dec., General—A. R. Marley.

HIN CHI Chinese str., 1,383, Jamieson, 18th Dec.—Shanghai 14th Dec., General—

HIZO Japanese str., 1,368, H. McKinnon, 21st Dec.—Taku 15th and Chefoo 16th Dec., General—Chinese.

KASHING British str., 1,143, Pickard, 21st Dec.—Chinkiang 16th December, General—Butterfield & Swire.

KWELIN British str., 1,200, W. Brown, 11th Dec.—Chingking 5th Dec., General—Butterfield & Swire.

LAIHANG British str., 2,224, F. Wheeler, 15th Dec.—Singapore 8th December, General—Jardine, Matheson & Co.

LOCKHORN German str., 1,020, W. Tenbert, 22nd Dec.—Bangkok 13th Dec., Rice and General—Butterfield & Swire.

MANDARIN MANU, Jay str., 3,246, Shimizu, 22nd Dec.—Kuching 16th Dec., Coal—Mitsui Bussan Kaisha.

NICOMEDIA German str., 4,363, P. Wagemann, 12th Dec.—Portland via Ports 11th Nov., General—P. A. S. B. Co.

NORD British str., 1,145, Fryan, 22nd Dec.—Anping 20th Dec., Ballast—Geo. McBain & Co.

PHRANANG German str., 1,021, Fr. v. Mangendorf, 18th Dec.—Bangkok and Swatow 17th Dec., General—Butterfield & Swire.

PRINZ WALDEMAR German str., 1,737, W. v. Sonnen, 12th Dec.—Sydney 17th Nov., Melchers & Co.

PROGRESS Norwegian str., 1,671, F. Schenig, 22nd Dec.—Karatsou 15th Dec., Coal—Waller & Co.

REYNA Japanese str., 4,363, P. Wagemann, 12th Dec.—Portland via Ports 11th Nov., General—P. A. S. B. Co.

ROCKS British str., 1,145, Fryan, 22nd Dec.—Anping 20th Dec., Ballast—Geo. McBain & Co.

SHAOHSING British str., 1,307, McIntosh, 22nd Dec.—Shanghai 19th Dec., General—

TAIWAN British str., 2,224, F. Wheeler, 15th Dec.—Singapore 8th December, General—Jardine, Matheson & Co.

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